

Banks.**THE
YOKOHAMA SPECIE BANK, LIMITED.**

ESTABLISHED 1880.

SUBSCRIBED CAPITAL Yen 12,000,000
PAID-UP CAPITAL 9,000,000
RESERVE FUND 6,600,000

Head Office: YOKOHAMA.

Branches and Agencies:
Kobe, LONDON, NEW YORK,
SAN FRANCISCO, LYONS,
BOMBAY, HONOLULU,
SHANGHAI.LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
THE UNION BANK OF LONDON, LD.HONGKONG AGENCY: INTEREST ALLOWED.
On Current Account at the rate of 2 per cent
per annum on the daily balance.
On fixed deposits for 12 months at 4 per cent.S. CHOH, Agent.
Hongkong, 17th March, 1898. [182]**THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.**INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE: LONDON.CAPITAL PAID-UP £300,000
RESERVE LIABILITY OF SHARE-
HOLDERS £300,000
RESERVE FUND £450,000INTEREST ALLOWED ON CURRENT
ACCOUNT at the rate of 2 per cent per
annum on the daily balance.
On fixed deposits for 12 months at 4 per cent.T. H. WHITEHEAD,
Manager, Hongkong.
Hongkong, 24th May, 1898. [31]**THE NATIONAL BANK OF CHINA,
LIMITED.**Authorized Capital £1,000,000
Paid up Capital £324,374

HEAD OFFICE: HONGKONG.

Court of Directors:—
J. T. Louts, Esq., Chairman, Esq.,
Chan Kit Shan, Esq., Chow Tung Shing, Esq.,
Chief Manager, Kwan Hoi Chuen, Esq.,
G. W. F. PLAYFAIR.Interest for 12 months Fixed, 4 per Cent.
On Current Account, Daily Balances 2 per
Cent. per Annum.
Hongkong, 30th November, 1897. [8]**HONGKONG AND SHANGHAI
BANKING CORPORATION.**PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$8,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000COURT OF DIRECTORS:
Hon. J. J. BELL-IRVING, Chairman.
R. M. GRAY, Deputy Chairman.
C. Beermann, Esq.,
David Gubbay, Esq., R. L. Richardson, Esq.,
A. Haupt, Esq., P. Schuch, Esq.,
A. McCoskitch, Esq., R. Shawan, Esq.,
A. I. Raymond, Esq., N. A. Slobin, Esq.,
CHIEF MANAGER:
Hongkong: T. JACKSON, Esq.,
MANAGER:
Shanghai: J. P. WARD GARDNER, Esq.,
LONDON BANKERS: LONDON AND COUNTY
BANKING COMPANY, LIMITED.
HONGKONG: INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent.
per Annum on the daily balance.INTEREST ON FIXED DEPOSITS:
For 3 months, 2 1/2 per Cent. per Annum.
For 6 months, 3 1/2 per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.
T. JACKSON, Chief Manager.
Hongkong, 20th May, 1898. [6]**HONGKONG SAVINGS BANK.**THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.INTEREST on deposits is allowed at 3 1/2 PER
CENT. per annum:
Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.
For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
T. JACKSON, Chief Manager.
Hongkong, 1st August, 1895. [10]**TO BE LET.**GODOWN in BLUE BUILDINGS,
FLOORS in STANTON and ELGIN
STREETS,
No. 3, ELGIN STREET.
Apply to
THE HONGKONG LAND INVESTMENT
& AGENCY CO., LTD.
Hongkong, 30th June, 1898. [12]**TO BE LET IMMEDIATELY.**THOMSEN'S HOTEL, KULANGSU,
AMOI, Furniture to be taken over.
For particulars apply to
J. E. THOMSEN & CO.,
Amoy.
30th June, 1898. [81]**TO LET.**THREE ROOMS on 2nd Floor No. 8,
Queen's Road Central, Suitable for
OFFICE, Rent Moderate.
Apply to
Mrs SUI SANG,
On the premises.
Hongkong, 7th March, 1898. [247]**Intimations.****PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.**

FOR	STREAMERS	CAPTAINS	TO SAIL	REMARKS
JAPAN, &c.	Borneo	A. W. Symes, R.N.R.	About 21st July	Freight or Passage.
LONDON, &c.	Ballaarat	T. C. L. W. Field	Now, 23rd July	Freight or Passage.
JAPAN	Rosita	E. P. Bishop	6 P.M., 23rd July	Freight or Passage.
SHANGHAI	Parramatta	C. F. Preston, R.N.R.	About 23rd July	Freight or Passage.
LONDON	Shanghai	R. A. Peters	About 23rd July	Freight or Passage.
STRAITS, &c.	Brindit	L. C. H. Watkins, R.N.	About 26th July	Freight only.
LONDON	Madison	E. G. Andrews	About 29th July	Freight only.

(Passing through the Inland Sea). (See Special Advertisement).
(Calling at Colombo if sufficient inducement offers).

For Further Particulars apply to H. A. RITCHIE, Superintendent.

Hongkong, 13th July, 1898. [3]

D. C. L.OLD TOM GIN \$7 per doz.
DRY GIN 7 "Owing to our holding sole bottling rights from the DISTILLERS CO., LD. we are able to offer
their HIGH-CLASS GINS at above LOW PRICE.**H. PRICE & CO.,**

WINE & SPIRIT MERCHANTS, No. 12, QUEEN'S ROAD CENTRAL.

JUST LANDED.

**KUPPER'S PILSENER
BEER.**The most popular of light Beers: there is never any sediment in KUPPER
BEER, it is always bright and sparkling.CALDBECK, MACGREGOR & Co.,
Sole Agents.15, Queen's Road,
Hongkong, 13th July, 1898. [15]**CURRY**

AT THE HONGKONG HOTEL

TRY THE

**THE
CLUB HOTEL,
LIMITED.**

No. 5-B, BUND, YOKOHAMA.

A FIRST-CLASS HOTEL Centrally situated, well furnished and
supplied with excellent Cuisine and Good Wines.The Company's Steam-launch attends the arrival and departure of all
Mail Steamers.

Special attention paid to the Comfort of Visitors.

E. V. SIOEN, Manager.

Yokohama, 1st October, 1897. [136]

W. POWELL & CO.

FOR

BATH BLANKETS,

BATH GOWNS,

BATH TOWELS.

Hongkong, 13th July, 1898. [17]

Intimations.**UNITED ASBESTOS ORIENTAL
AGENCY, LIMITED.**SOLE AGENTS IN
HONGKONG, CHINA, JAPAN AND THE STRAITS SETTLEMENTS.FOR THE
UNITED ASBESTOS COMPANY, LIMITED, LONDON.
CONTRACTORS TO H.M. GOVERNMENT.MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS and PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS of all kinds.
"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best quality.
ESTIMATES given for every DESCRIPTION of WORK.

SUPERINTENDENT: THOS. SKINNER.

27] DODWELL CARLILL & Co., General Agents.

PEAK HOTEL.

1350 FEET ABOVE SEA LEVEL.

A FIRST-CLASS HOTEL adjoining the Tramway Terminus. FINE HEALTHY LOCATION.
Commanding Magnificent View of the City and Harbour, the Mainland of China, and
numerous Islands. Cool southerly breezes in Summer, with perfect protection against the North-
East winds in winter.
Well appointed rooms, attentive service and excellent Cuisine.
J. MARCESSE, Chef de Cuisine.GEO. J. CASANOVA,
Manager.

CRAIGIEBURN is now open, for terms apply to

MANAGER, PEAK HOTEL.

CITY OFFICE, No. 7, Duddell Street.

**ROBERTSON SANDERSON & CO.,
LIMITED.**

LEITH.

CELEBRATED SCOTCH WHISKIES.

	Per Case.
"GLENLEITH" BRAND	\$10
"SECOND TO NONE"	12
"MOUNTAIN DEW"	12
LIQUEUR WHISKY	15

All the above brands we guarantee to be pure Malt Whiskies. The differences in price are
regulated by the age of the Whisky. The "Second to None" "Mountain Dew" and Liqueur
Whisky are all over ten years old.

Sole agents for Hongkong and Southern Ports of China.

A. S. WATSON & CO., LIMITED,
THE HONGKONG DISPENSARY.

Hongkong, 19th May, 1898

CHAMPAGNE.

G. H. MUMF & Co. 1 doz. quarts, 2 doz. pints

\$35.50 \$37.50

WHISKY.

DEWAR'S "IMPERIAL INSTITUTE" 1 doz. bottle

\$10.50

MCCREADIE'S "SPECIALLY SELECTED" 10.50

PORT WINE.

GUEDES "3 GRAPE" BRAND 1 doz. bottle

\$24.00

SHEWAN, TOMES & Co.,
Agents.

32] Praya Central.

THE PHARMACY.HAVE NOW A LARGE ASSORTMENT OF ATKINSON'S PERFUMES AND ARE SOLE
MANUFACTURERS OF**WHITE HEATHER BOUQUET.**

Sole Agents for VIN PASTEUR the great French Nerve Tonic.

Also Sole Agents for the now well-known JAPANESE TABLE WATER

TANSAN.

FLETCHER & CO.

and
CARMICHAEL & CO.

33]

SUMMER REQUISITES.**CITRATE MAGNESIA.****SEIDLITZ POWDER.****ENOS' FRUIT SALT.****RASPBERRY CITRATE. WATKINS' SALINE. FRUIT SYRUPS.****LIME FRUIT JUICE. LIME FRUIT CORDIAL.****FRUIT TABLETS. PERFUMERY. DISINFECTANTS.****SPONGES. PEACH BLOSSOM SOAP. CHAMPAGNE BITTERS.****WATKINS & CO., Apothecaries' Hall.****KUHN & KOMOR,**JAPANESE FINE ART CURIOS,
21 & 23, QUEEN'S ROAD, HONGKONG,
35, WATER STREET, YOKOHAMA
and
36, DIVISION STREET, KOBE.

Hongkong, 15th March, 1896. [24]

THE LEADING CATERERS.COMPARE OUR
MENU, BILLIARD TABLES and
LIQUORS to all others.THE GRILL ROOM.
Hongkong, 1st September, 1897. [39]"HONGKONG TELEGRAPH"
OFFICE.No. 6, Pedder's Hill.
Hongkong, 18th March, 1898.**Insurances.****THE
NORWICH UNION FIRE INSURANCE
SOCIETY.**

FOUNDED 1797.

AMOUNT INSURED £330,000,000
LOSSES PAID £12,350,000
PREMIUM INCOME £725,000The Underigned, Agents of the above Com-
pany, are prepared to accept RISKS against
Fire at CURRENT RATES.
DAVID SASSOON, SONS & CO.
Hongkong, 1st July, 1898. [812]**NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.**THE Underigned AGENTS of the above
Company, are prepared to accept First
CLASS FOREIGN and CHINESE RISKS at
CURRENT RATES.
SIEMSEN & CO.
Hongkong, 28th May, 1895. [18]**GENERAL NOTICE.****THE ON TAI INSURANCE COMPANY,
(LIMITED.)**CAPITAL, TAELS 600,000 } \$833,333-33
EQUAL TO }
RESERVE FUND \$318,000.00BOARD OF DIRECTORS:
LEE SING, Esq., LO YUK MOON, Esq.,
LOU TSO SHUN, Esq.

MANAGER—HO AMEL.

MARINE RISKS ON GOODS, &c., taken
at CURRENT RATES to all parts of the
World.HEAD OFFICE, 8 & 9, PRAYA WEST,
Hongkong, 12th December, 1894. [39]**NOTICE.****THE MAN ON INSURANCE COMPANY,
LIMITED.**

CAPITAL SUBSCRIBED \$1,000,000

The above Company is prepared to accept
MARINE RISKS at CURRENT RATES on GOODS,
&c. Policies granted to all Parts of the world
payable at any of its Agencies.
CHAU TSEUNG FAT,
Secretary.HEAD OFFICE,
No. 4, QUEEN'S ROAD WEST,
Hongkong, 16th May, 1898. [30]**Hotels.**

I SAY! HERE'S SOMETHING GOOD.

THE OLD MAN'S ON DECK AGAIN

AT

THOMAS'S GRILL ROOMS.

WHATS' THE MATTER WITH THIS

BREAKFAST \$ 0.55
TIPPIN 0.75
DINNER 1.00
3 MEALS DAILY (Monthly Rate) 40.00
1 TIPPIN 15.00
1 DINNER 20.00
TIPPIN & DINNER 30.00
BREAKFAST & TIPPIN 25.00
BREAKFAST & DINNER 28.00BEST OF VIANDS SERVED IN THE
BEST OF STYLES.
J. E. GOODCHILD,
Manager.

37]

**WINDSOR HOTEL,
HONGKONG.**THIS ESTABLISHMENT, situated in the
elegant Building known as "CON-
NAUGHT HOUSE," offers First-class Accom-
modation to Residents and Travellers.Passenger Elevator, from Entrance Hall to
each Floor, in charge of experienced Attendants.
Favourable Arrangements made for Families
and for Monthly or Extended Periods.

BILLIARDS.

P. BOHM,
Proprietor & Manager.

Hongkong, 3rd April, 1895. [21]

THE KOWLOON HOTEL is now refitted

and reopened as a thoroughly HIGH-
CLASS HOTEL, with everything of the very
best, Splendid Suburban Situation, Unrivalled to
the Colony. Cuisine a Specialty: none in
compare. Liquors of carefully selected quality
Billiard-tables and Bowling-alleys excellent.J. W. OSBORNE,
Proprietor.

April 2nd, 1898. [485]

MITSUI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office:—TOKIO.

Branch Offices:—
LONDON, NEW YORK, BOMBAY,
SINGAPORE, SHANGHAI, TIENTSIN,
NEWCHWANG and all Ports in JAPAN.Agents:—
Mitsui Bussan Kaisha, Ltd.,
Osaka Coal Mines.
Kanagawa Coal Mines.
Tokyo Marine Insurance Co., Limited.
Meiji Fire Insurance Co., Limited.
Imperial Government Paper Mills, Japan.
Cotton Cleaning and Wkg. Co., Shanghai.
Onoda Cement Company, Japan.
Kansai Cotton Spinning Mill, Japan.
The Mitsui Cotton Spinning Mill, Limited.
Tokyo Cotton Spinning Mill, Japan.
Hayashi Clock Factory.
Hongkong, 11th December, 1896. [44]

cerned, who have recently been between the devil and the deep sea in this point, but it is really of far wider scope, as it touches all those interested in the commerce of these regions and affects not only their present, but also their future welfare. On the one hand we have the Chinese traders, discrediting by degrees their ancient methods of making their financial deals in chopped dollars by weight, in favour of the more convenient system of interchanging money by means of the Bank notes in which they have gained complete confidence, and which are so much more easily handled. On the other hand we have the expanding business which must assuredly follow the establishment of trade in China, which promises shall have given place to performance, and which natural development of trade is threatened by a scarcity of the most convenient circulating medium. Added to this is the certainty that with a perfect feeling of security in their stability, these notes are sure to be hoarded in large quantities. Even were we to suppose that the trade here is not expanding, there is no doubt whatever that the use of notes is vastly on the increase, and as the knowledge of the convenience and ease of security become more widely spread, so the habit of using notes in place of silver will go farther and farther into the interior in ever widening circles. I am informed on good native authority that notes are used now in Wuchow, where they would not have been accepted before that port was opened last year. My informant added that it was only a question of time when they would become current at Nanking. The present issue of notes in circulation from this Colony aggregates roughly ten million dollars. Eighteen years ago it was one third of this amount, five years ago it was two thirds, and now ten millions dollars is quite insufficient. Who is going to say what issue will be required three years hence, much less what will be required in ten years? The trade has been caught applying to a certain extent in not having been prepared for this change in the currency used, but now that one's eyes are opened to the gravity of the situation the error should be no loss of time in calling this note issue question placed upon a sound and lasting footing, which will safeguard the future. This is one of those cases of economic change, which is distinctly good in its way, but which requires to be handled with an open mind and an eye to future developments, so that once taken in hand it will be settled definitely and will allow the Commerce of the Colony not only to resume but also to continue the even tenor of its way. Slaving it off with makeshift expedients will only be postponing the evil day and end in disappointment. Because, I am convinced that the appreciation and use of Bank notes will increase with giant strides in the Empire of China and will do much to facilitate trade generally, unless the system receives disastrous checks, such as we have recently experienced. I therefore consider that it is incumbent on the Committee to give this question most serious attention and consideration, as an ample note issue means a free current of trade, while a restricted one spells confusion and loss. If the Government will not allow the Banks concerned a sufficient issue for the increasing requirements of the trade, then the note issue of the Banks should be supplemented by a Hongkong Government issue sufficient to ensure full accommodation.

Mr. Jackson—The Hongkong and Shanghai Bank has had some correspondence on this subject both with the local Government and with the Secretary of State. Complaints have been made of an excessive note issue over the legitimate amount during the early months of the year, we have replied to the effect that this excess of issue was necessitated by circumstances, and by a great inconvenience and loss to the trade we reduced our issue by the 30th June and brought it within the prescribed limit. We have pointed out to the Government that the limits are quite inadequate to the requirements of the trade, and have made the proposal that for any excess of limit in our issue of notes we are prepared to lodge silver dollar for dollar in the custody of the Colonial Treasurer. We are in hopes that the Government will listen favourably to this proposal.

The Vice-Chairman then proposed that the proposal of the Hongkong and Shanghai Bank, as submitted to the Government, viz., that the Bank be empowered to issue notes in excess of their limit on the condition that for any such excess of issue they should lodge dollar for dollar with the Colonial Treasurer, has the cordial and unanimous support of the Chamber.

Mr. H. A. Ritchie seconded. Carried unanimously. It was then proposed by Hon. T. H. Whitehead, seconded by Mr. N. A. Siebs, that an extract from the minutes of this meeting on this subject be forwarded to the Government, with a request that the opinion of the Chamber be communicated to the Secretary of State for the Colonies.

Carried unanimously. THE INDIAN CURRENCY COMMITTEE. The Chairman said that the consideration of this question was deferred at last meeting owing to the absence of Mr. Jackson. Would Mr. Jackson give his views on the matter?

Mr. Jackson said he had received a telegram asking him to give his opinion with regard to the proposals of the Indian Government. His views on the question had undergone no change. He replied by telegram to the following effect: "I do not approve of the proposal of the Indian Government. I consider it is impracticable. Pending some international agreement, I would suggest continuing the policy established in 1893. The low price of silver is unfavourable to trade between India and China. The Indian Government by depressing Bar Silver would gravely injure the position."

Mr. Whitehead said he had been asked by Sir Alfred Dent, a member of the Commission appointed by the Secretary of State for India and now sitting, to give his views on the question, and he had done so in a memorandum he would lay before the Chamber. (Memorandum omitted.)

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ly to remain under Chinese jurisdiction. It was impossible to extend the shadow of any credence to the Times' report from its Peking Correspondent to this effect. In fact it was generally disbelieved and thought that some mistake must have arisen in telegraphing from Peking to London. No one could realise that such a serious blunder could have been made and the Colonial Government throughout has maintained secrecy in respect of the terms of the Convention. The Chinese City of Kowloon has long been a danger to Hongkong on sanitary, moral and every other ground, and it is true that the said City is to remain under Chinese jurisdiction it will be impossible for the British Government to effect the reforms so absolutely necessary. It is simply impossible to believe that the Convention in question can permit such a state of affairs as the Chinese City of Kowloon—which is within reach of Hongkong in thirty minutes by steam, to continue under Chinese rule in British territory. It would permit of the setting up of an "Empire in Imperio." It is a state of affairs not to be really so our Representative has been completely worried. An Indignation Meeting should be held and a Resolution passed calling for the requisite amendment of the Convention before it is ratified.

The Hongkong Branch of the Navy League telegraphed a protest to the parent League in London yesterday and the China Association would do well to take immediate steps to ascertain public opinion in Hongkong on this grave question which so immediately affects the Colony's future welfare, and communicate the result to the Home Authorities and the British Press.

Yours very truly,
(Signed) T. H. WHITEHEAD,
J. J. Francis Esq., Q.C., Chairman, China Association.

FROM THE CHAIRMAN TO THE COLONIAL SECRETARY.
Hongkong General Chamber of Commerce, Hongkong, July 14th, 1898.

Sir—My Committee have observed in *The Times* of the 10th ult., a telegraphic summary of the terms of a Convention signed at Peking on the 9th inst. with the Chinese Government, leaving to Great Britain certain territories around Hongkong.

Among the conditions of the lease of this territory they notice one to the effect that the native city of Kowloon will remain under Chinese jurisdiction. This notification may Committee regard with so much apprehension and disquiet that they take this opportunity of bringing the Government to supply them with the full text of the Convention.

I have the honour to be, Sir,
Your most obedient servant,
R. CHATTERTON WILCOX,
Secretary.

To Hon. T. Sercombe Smith, Acting Colonial Secretary.

THE WAR.
GERMANY'S ATTITUDE.
NEW YORK, June 14th.

A special from London says: It seems more than probable that the Emperor William will try to stir up trouble with the United States. In the East East signs point to a threatening movement by the German fleet in the Philippine Islands.

The European Powers are evincing deep interest in the movement of the German fleet and the demeanour of the Emperor, because nobody knows to what reckless action the eternally ambitious William may resort at the slightest provocation. Such action would lead to endless complications among the Continental Powers.

A despatch from Berlin says: The *Marine Politische Correspondenz*, the naval organ identified with the Government, has created quite a stir by the publication of an article, evidently inspired by officers of high standing at Court, which speaks of the necessity of a forcible demonstration at Manila by the German fleet.

The article speaks in sanguine terms of the Commander of the Fleet, Vice-Admiral Diederichs, "to whom we are indebted for the acquisition of Kiaochau."

The arguments advanced, which would justify Germany in acquiring a station at Manila, are the same as those advanced for the case of China. It is said that the Philippines will eventually be transformed into a republic after the Spaniards have been driven away by the Yankees, and that since the inhabitants of the Philippines have not yet reached the stage of civilization which would warrant an independent government, they would not afford protection of German interests in Manila and other ports. The Philippines cannot be trusted in this respect any more than China.

THE NEWEST PHASE OF THE SITUATION.
LONDON, June 15th.

Germany's attitude at Manila is regarded as the most interesting phase of the war for the moment. The Germans are credited with a desire to find work for the navy, and another success like that at Kiaochau would reconcile the nation to the expenditure required to provide more warships. Therefore, despite official repudiation the matter is regarded with some anxiety. It is certain, however, that Germany would have to count upon the opposition of England, and perhaps of Japan.

The *Daily Mail* says editorially: "We do not quite believe the rumours of proposed seizures by Germany in the Philippines, and for one very good reason—England would have the same to say. John Bull will back up Brother Jonathan in any attempt is made to defraud him of his rights."

INTERNATIONAL JEALOUSY.
NEW YORK, June 16th.

A despatch to the *World* from London says: Neither Russia, and still less England, would tolerate any attempt to turn America's gallant overthrow of the Spanish fleet and virtual capture of Manila to Germany's special advantage. International jealousy guarantees that America will not be troubled by any interference in the Philippines. This is the opinion in the high political quarters here, where the fulminations of the Berlin Chauvinist press are treated as of no account.

THE REBELLION IN KWANGSI.

(From our own Correspondent).

CANTON, July 15th.

The exodus from Wuchow on account of the rebellion and the threatened attack on the city still continues, and it is reported that now all the better class Chinese are preparing to leave the place. The Wuchow Yeh has issued a notification exhorting the people to pursue their trades and avocations peacefully and not to listen to any false rumours that are being circulated by evil disposed persons. At the same time he has ordered all the gates of the city to be kept closed day and night, with only a sufficiently large opening left in the daytime to allow one person to pass at a time.

The day before yesterday while the Customs Officers were searching on board a steamer at Wuchow, they discovered over a hundred cartons of gunpowder in the boxes of a couple of passengers. On being questioned the men admitted that the powder belonged to them and stated that it was intended for their friends in Wuchow, who were waiting an opportunity to rise and join the rebels.

It is rumoured in Canton that the rebellion if being conducted by Yeong Ku Wan's lieutenants, and it is further asserted that Dr. Sun Yat Sen is amongst the rebels and is directing operations in person, while it is said that important men of the New China Party are assembling from all parts of the world.

The rebels are only against the Manchus and the Manchus, and as they appear to be humane in their treatment of the country people, it is evident that the movement is well organized and under capable leaders. What will be the result and extent of the revolution time alone can tell.

It is whispered that it is the intention of the new Government to obtain the support of Great Britain and Japan, and as the Government will be constituted of westernized Chinese and progressive men from the Province the information may contain a certain grain of truth. Should the rebellion really succeed it would be a chance for Great Britain to uphold her "open door" policy and of course the new regime would have to guarantee the payment of existing loans.

ADMIRAL CERVERA.

SOME DETAILS OF HIS CAREER.

Rear-Admiral Don Pascual Cervera, of Toledo, was born at Medina Sidonia, in the province of Cadix, and at the age of thirteen entered the Royal Spanish Naval College as a cadet. He gained in his final preliminary examination an honourable mention as "Excellent," and in June, 1855 received his first commission. He was first posted to the *Velasco*, a vessel named after Don Luis Velasco, the heroic defender of the Morro Castle at Havana against Lord Albemarle in 1895, and was there transferred successively to the *Castillo*, *Lepanto*, *Requeté*, *San Villa de Bilbao*, and other vessels. In January, 1859, he became Midshipman of the first class, and in that year rendered brilliant services during the Moroccan War. He became a Naval Ensign in 1860, and in 1861 rose to be Second Lieutenant. Subsequently he saw much service against the rebels in the Philippines. In 1863 he became First Lieutenant, in 1873 Commander, and after taking part in the suppression of the first Cuban Rebellion, was promoted to be Post Captain in 1875. Captain in 1891, and Rear-Admiral in 1896. During his long and honourable career, he has fully proved both as an officer and in independent commands his courage, energy and patriotism.

At the time of the Communal risings of 1873, he was appointed Second Officer in charge of the arsenal of La Carraca, almost directly after the militia and artillery of Cadix had refused obedience to the Government of Madrid and had proclaimed the Gouddonian Republic. Many of his agents had provided the fleet with arms in Cadix Bay, and were endeavouring to allow the sailors and dockyard employes to join them. Naturally all the officers refused to obey orders emanating from such a source, but the sailors and marines were more complaisant, and would, it was rumoured, throw down their arms rather than fire on the insurgents. At this critical moment, Commander Cervera hurried down to the Marine barracks, succeeded in drawing over the wavering among the Marines to the side of the Government by an impassioned speech, and then sprang into a boat and fled to the arsenal.

From about this time through the first harangues of the sailors, and at last brought them back to their allegiance. He thus succeeded in preventing the loyal garrison of La Carraca from firing on the insurgents, with the probable result of provoking a revolt which might have cost Spain the loss of Cadix. In personal appearance, Admiral Cervera somewhat resembles Rear-Admiral Dannenberg, R.N., although he is bolder, and has a singularly penetrating look. He wears the highest Spanish Military Order, but does not possess the Golden Cross of Isabella, which is well-known in London society, having been Naval Attaché to the Court of St. James's two years ago.

TO REMOVE RUST.
A very simple and effective way of cleaning rusted iron articles, no matter how badly they are rusted, consists, according to Carl Herzig (*Electrical World*), in attaching a piece of ordinary zinc to the articles and then letting them lie in water to which a little sulphuric acid is added. They should be left immersed for several days or weeks, until the rust has entirely disappeared, the time depending on how deeply they were rusted. If there is much rust, a little sulphuric acid should be added occasionally. The essential part of the process is that the zinc must be in good electrical contact with the iron. A good way to do this is to twist the wire tightly around the object and connect this with the zinc, for which a remnant of a battery zinc is suitable, as it has a blinding post. Besides the simplicity of this process, it has the great advantage that the iron itself is not attacked in the least as long as the zinc is in good electrical contact with it. When there is a little rust a galvanised iron wire wrapped around the object will take the place of the zinc, provided the acid is not too strong. The articles will come out a grey or black color and should then be washed thoroughly and oiled. The method is especially applicable to objects with sharp corners or edges, or to files and other articles on which buffing wheels ought not to be used. The rusted iron and the zinc make a short circuited battery, the action of which reduces the rust back to iron, this action continuing as long as any rust is left.

If the sufferers from Consumption, Scrofula and General Debility will try Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites, they will find immediate relief and a permanent benefit. The Medical Profession in the various countries of the world universally declare it a remedy of the greatest value, and as it is very palatable it can be readily taken by the most sensitive stomach, and will never fail to give relief and comfort to the sufferer. Any Chemist can supply it. Sole Agents for Hongkong and the Empire of China—Watkins & Co., Hongkong—Advt.

NOT AND A.

CALENDAR.

JULY.

Meteorological means based on ten years' observations 1888-1897.
Barometer 29.73
Thermometer 81.5
Humidity 83
Rainfall 15.98

TO-DAY.

WEATHER REPORT.

On date at On date at

Barometer 29.83 29.79

Thermometer 85 85

Humidity 87 68

Rainfall none 68

TO-MORROW.

Saturday, 16th July, 1898.

Moon—Maximum Declination N. 1hr. a.m.

High water—Morning 8hr. 51mins.

Afternoon 10hr. 51mins.

Low water—Morning 2hr. 51mins.

Afternoon 4hr. 51mins.

AMNIVERSARIES.

612—Flight of Mahomet.

1824—British Trade with China re-opened.

1344—Robbery at Government House, Hongkong.

1872—The King of Cambodia visited Hongkong.

1877—Nicolopolis captured by the Russians.

1889—Loss of the s.s. *Albatross* off the Philippines.

1895—Laying of the Japan-Formosa Telegraph Cable commenced.

1897—Formosa-Japan Telegraph Cable opened.

TO-MORROW.

Sunday, 17th July, 1898.

Moon—In Apogee 1hr. a.m.

High water—Morning 7hr. 28mins.

Afternoon 10hr. 28mins.

Low water—Morning 2hr. 28mins.

Afternoon 4hr. 28mins.

AMNIVERSARIES.

1636—Geyer, the Dutch Envoy, received in Peking as bearer of tribute.

1870—France declared war against Prussia.

1897—Inspector Wiltchell charged at the Police Court with receiving bribes.

CHURCH SERVICES.

St. John's Cathedral.—Communion, 7 a.m.

Matins, 11 a.m., Evensong, 5.45 p.m.

Roman Catholic Cathedral.—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction, 5 p.m.

Union Church.—Services, 11 a.m. and 6 p.m.

German Lutheran Chapel, West Point.—Morning Service, 11 a.m.

St. Francis' Church, Wanchai.—Mass (Chin.), 6 a.m., (Port.) 7.30 a.m., Benediction, 5 p.m.

St. Joseph's Church, Garden Road.—Morning Service (English), 9 a.m.

St. Anthony's Chapel, West Point.—Mass, 8 a.m.

Wesleyan Methodist Church.—Services, 10.30 a.m. and 5.45 p.m.

St. Peter's Church.—11 a.m. and 6.30 p.m.

SHIPPING AND MAIL NEWS.

MAILS DUE:

French (*Ernest Simon*) to-day.American (*Balele*) 18th inst.Australian (*Chingta*) 22nd inst.German (*Prinz Adalbert*) 26th inst.Canadian (*Empress of China*) 3rd prox.THE N. P. S. S. Co.'s steamer *Tacoma* sailed from Yokohama for Tacoma on the 15th inst.THE O. & O. S. S. Co.'s steamer *Bilge*, with mails, etc., left Shanghai for this port this morning at 7 a.m.THE O. S. S. Co.'s steamer *Patricius* from Liverpool left Singapore p.m. 16th inst., and may be expected here on or about Friday 22nd inst.THE Imperial German Mail liner *Bayern*, has left Shanghai via Foochow yesterday Friday, p.m. and may be expected here on or about Tuesday night.THE Imperial German Mail liner *Prinz* *Adalbert*, carrying the German mails with dates from Berlin of the 27th June, has left Colombo on Friday p.m. and may be expected here on or about Tuesday, the 26th inst.THE O. & O. S. S. Co.'s steamer *Galle*, with mails, etc., which left hence June 16th for San Francisco via Amoy, Shanghai, Nagasaki, Kobe, Island Sea, Yokohama and Honolulu, arrived at her destination on the 15th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

HONGKONG DOCK.

HONGKONG DOCK.

HONGKONG DOCK.

HONGKONG DOCK.

HONGKONG DOCK.

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HONGKONG DOCK.

Consignees.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM KOBE.

THE Steamship

"VINDOBONA,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Undersigned before Noon on the 16th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 16th instant will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 11th July, 1898. [1-w 844]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "ARGYLL,"

FROM PORTLAND, YOKOHAMA AND KOBE.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL, CARLILL & Co., Agents.

Hongkong, 11th July, 1898. [1-w 4]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA,"

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL, CARLILL & Co., Agents.

Hongkong, 12th July, 1898. [1-w 4]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, SUEZ, ADEN, KURRACHI, BOMBAY, COLOMBO, PENANG & SINGAPORE.

THE Steamship

"MARIA VALERIE,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This vessel brings Cargo—From Trieste, ex S.S. *Ferdinand* transhipped at Bombay.From Venice, ex S.S. *Carlotto* and *Thalia*, transhipped at Trieste.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Undersigned before Noon on the 20th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 20th instant will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 14th July, 1898. [1-w 840]

Intimations.

TENDER FOR ALTERATIONS

TO

NORTH BARRACKS.

PLAN and SPECIFICATION may be seen by applying to the SUPERINTENDING CIVIL ENGINEER, Works Loan Department, H.M. Naval Yard.

SEALED TENDERS to be sent under cover to the Commodore in charge H.M. Naval Yard at or before NOON on the 25th July, 1898.

The Commodore is not bound to accept the lowest or any tender.

Hongkong, 15th July, 1898. [859]

CARBOLINEUM-AVENARIUS

USED FOR OVER 30 YEARS.

With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China, LUTGENS, EINSTAMM & Co.

Hongkong, 17th September, 1898. [19]

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
"RIJUN MARU".....	SEATTLE, WASH., U.S.A., VIA KOBE	TO-MORROW, 17th July, at Daylight.
A. E. Moses.....	AND YOKOHAMA	
"HAKATA MARU".....	MAKESBELL, LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	TUESDAY, 19th July, at 4 P.M.
F. L. Sommer.....		
"OMI MARU".....	NAGASAKI, KOBE & YOKOHAMA	MONDAY, 25th July, at 4 P.M.
C. Young.....		
"YAMASHIRO MARU".....	THURSDAY ISLAND, PORT DOUGLAS, TOWN-VILLE, MAC-KAY, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 29th July, at 4 P.M.
J. Jones.....		
"INABA MARU".....	MAKESBELL, LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	TUESDAY, 2nd August, at 4 P.M.
W. Bainbridge.....		

*Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailing &c., apply to the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,

Manager.

Hongkong, 14th July, 1898.

J.-J. CARNAUD, 3, rue d'Argent, PARIS.

TIN BOXES
STAMPED ARTICLES

F. BLACKHEAD & CO.,
SEIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.
PRAYA CENTRAL, HONGKONG.
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMAN'S RAHTEN'S GENUINE
COMPOSITION RED HAND BRAND.
HARTMAN'S GREY PAINT.
DAIMLER'S PATENT MOTOR LAUNCHES
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIPS' STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Telephone 14th July 1898.

CHS. J. GAUFF & CO.,
CHRONOMETER, WATCH, and CLOCK
MAKERS, JEWELLERS, SILVER
SMITHS, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audouard Watches
awarded the highest prizes at the Paris Exhibition,
and for Vegetables and Beans.
CELEBRATED CHINA TEA.
MARINE GLASSES and SPECTACLES.
Rue 14 1/2, Praya Central, HONGKONG.

LEVY HERMANOS.
DIAMOND MERCHANTS, JEWELLERS
AND WATCHMAKERS.
Sole Agents in the East for the amalgamated
CURRENT, HUMBER and GLADIATOR CO., Ltd.,
DUNLOP TYRES BICYCLES—PRICE—\$125.
A special reliable Watch made for this Climate.
Quality Assurance—\$15
Quality Assurance—\$12
10, QUEEN'S ROAD CENTRAL,
Opposite the Telegraph Office.

DENTISTRY.
DR. SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST.
No. 8, Queen's Road Central,
Hongkong, 9th February, 1898.

SIEN TING,
SURGEON DENTIST,
No. 10, D'ARVILLE STREET,
TERMS VERY MODERATE.
Consultation free.
Hongkong, 17th September 1895.

TAKE NOTE
IT IS UNIVERSALLY ADMITTED THAT
TO indicate the exact use of words, no
DICTIONARY can compare with the New
Edition of
WEBSTER'S DICTIONARY.
At the office of the Hongkong Telegraph you
can see, and procure for SIX DOLLARS, a Copy
of the Webster of Webster, the latest and most
emphatic proof that Labor omnia vincit.

NOTICE.
NOT RESPONSIBLE FOR DEBTS.
Neither the CAPTAINS, the AGENTS, nor the
OWNERS will be RESPONSIBLE for any
DEBT contracted by the Officers or members
of the Crews of the following Vessels during
their stay in Hongkong Harbour:
ARVILL, Brit. str., Wm. Ward—Doddwell,
Carroll & Co.
BUTUAN, Spanish str., Madrid—Brandao &
Co.

MANUFACTORY
all sorts of
OIL PAINTS and COLOUR-WASH
PREPARED IN ALL COLOURS
TO SUIT PURCHASERS.

GENERAL AGENCY.
BAILEY'S ENGINEERING AGENCY,
17, PRAYA CENTRAL,
Hongkong, 14th May, 1898.

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF IEN HOUSE, IN
14-HOUSE ROAD.

IS now in a position, in his New and Com-
modious Premises, to eclipse, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICED
in the Colony or in any part of the Far East.
GROUPS AND VIEWS
a specialty.
Hongkong, 22nd September, 1894.

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship

"THALES"
Captain Bithurst, will be despatched for the
above Ports, TO-MORROW, the 17th instant,
at Daylight.
For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.,
General Managers.
Hongkong, 16th July, 1898. [86]

FOR ILOILO.

"EDDIE"
Captain Land, will be despatched for the
above Port on MONDAY, the 18th instant,
at 5 P.M.
For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 14th July, 1898. [86]

FOR HAVRE AND HAMBURG
(Taking Cargo at through rates to ANTWERP,
AMSTERDAM, ROTTERDAM, LISBON,
OPORTO, LONDON, LIVERPOOL, BREMEN,
NORTH & SOUTH AMERICAN PORTS.)

THE Company's Steamship

"IRENE"
Captain Schuler, will be despatched for the
above Ports on MONDAY, the 18th instant.
This Steamer has Superior Accommodation
for First and Second Class Passengers and
carries a Doctor and a Stewardess.
For Freight, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 9th July, 1898. [843]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

"HECTOR"
Captain Barr, will be despatched as above
on TUESDAY, the 19th instant.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 15th July, 1898. [850]

FOR YOKOHAMA.

"TAMUI MARU"
will be despatched as above on WEDNESDAY,
the 20th instant.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 15th July, 1898. [867]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY, LAUNCESTON AND
MELBOURNE.
THE Company's Steamship

"CHANGSHA"
Captain Williams, will be despatched on
SATURDAY, the 23rd instant, at 4 P.M.
The attention of Passengers is directed to the
Superior Accommodation offered by this Steamer.
The First-class Saloon is situated forward of the
Engines. A Refrigerating Chamber ensures the
Supply of Fresh Provisions during the entire
voyage.
A daily qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.
N.B.—Return Tickets issued by this Company
to and from AUSTRALIA are available for return
by the Steamers of the EASTERN AND AUSTRALIAN
S.S. Co. and vice versa.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 15th July, 1898. [847]

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUEZ CANAL.

"FATHAN"
will sail on the 27th July, 1898.
S.S. "SIKH" about 13th Aug., 1898.
S.S. "ARGYLE" 31st Aug., 1898.
S.S. "MACDUFF" 15th Sept., 1898.
S.S. "GHAZEE" 30th Sept., 1898.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 15th July, 1898. [293]

THE CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

FOR LONDON, VIA STRAITS.
(Taking Cargo at through rates for LIVERPOOL,
GLASGOW, CONTINENTAL PORTS, RIVER
PLATE, &c.)
THE Company's Steamship

"PAKLING"
Captain H. L. Allen, will be despatched as
above on or about the 29th instant.
For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 13th July, 1898. [861]

FOR NEW YORK, VIA SUEZ CANAL.

"FORTUNA"
will be despatched as above on or about
the 1st August.
To be followed by
S.S. "CRAIGEARN," on or about 10th August,
1898.
For Freight, &c., apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 14th July, 1898. [838]

SAILING VESSELS.

FOR NEW YORK.

"PRINCE ARTHUR"
Captain Olsen, having arrived will load here for
the above Port, and will have quick despatch.
For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.
Hongkong, 14th July, 1898. [838]

FOR SAN FRANCISCO.

"HAWTHORNBANK"
Greig, Master, now loading here for the above
port and will have quick despatch.
For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 14th July, 1898. [744]

Mails.

NORTHERN PACIFIC
STEAMSHIP COMPANY.VIA SHANGHAI, INLAND SEA, KOBE,
AND YOKOHAMA.PROPOSED SAILINGS FROM
HONGKONG.

FOR VICTORIA, B.C., AND TACOMA.

IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.

Victoria 3,167 J. Truebings ... 1 July '99.
Olympia 2,608 J. H. Dobson ... 1 Aug. '99.
Arizona 5,305 J. Patton, R.N.R. ... 1 Aug. '99.
Tacoma 2,549 J. Dixon ... 1 Sept. '99.

ALSO
FOR PORTLAND, OREGON,
IN CONNECTION WITH
OREGON RAILROAD AND NAVIGATION
COMPANY.

Drummond 3,301 E. Porter ... 1 Aug. '99.
mogul 3,654 W. H. Wigat ... 1 Sept. '99.
Columbia 2,005 J. A. Gow ... 1 Oct. '99.
Drummond 3,301 E. Porter ... 1 Nov. '99.

THE attention of Passengers is directed to
the very cheap rates offered by this Line.

HONGKONG TO LONDON £47.

Excellent accommodation. First-class Table.
DOCTOR AND STEWARDESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on
the American Continent. Magnificent Scenery
of the ROCKY and CASCADE MOUNTAINS. The
YELLOWSTONE NATIONAL PARK route. Passen-gers to EUROPE may proceed by one of the first
class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £38.

Rates of Passage to other Ports on application.

Special rates allowed to members of Govern-

ment Services.

Through Bills of Lading issued to Pacific
Coast Ports, and to Canadian and United
States Ports.Consular Invoices of Goods for United States
Ports should be in quadruplicate; and one
copy must be sent forward by the steamer to
the Freight Agent, Tacoma, Wash., or Portland,
Or. (whichever may be the destination of the
Steamer).Passes must be sent to our Office (with address
marked in full) by 5 P.M., on the day previous to
sailing.For further information apply to
DODWELL, CARLILL & Co.,
General Agents.
Hongkong, 4th July, 1898. [14]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ,
PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN AND HAMBURG,
PORTS IN THE LEVANT,
BLACK SEA AND BALTIC PORTS:LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON, AND SOUTH AMERICAN
PORTS.THE COMPANY'S STEAMERS WILL CALL AT
SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.N.B.—CARGO CAN BE TAKEN ON THROUGH
BILLS OF LADING FOR THE PRINCIPAL
PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Bavaria Wednesday 12th July.
Prinz Heinrich ... Wednesday 17th Aug.
Prinzess Wednesday 14th Sept.
Darmstadt Wednesday 12th Oct.
Sachsen Wednesday 9th Nov.
Bavaria Wednesday 7th Dec.
Prinz Heinrich ... Wednesday 14th Jan. '99.

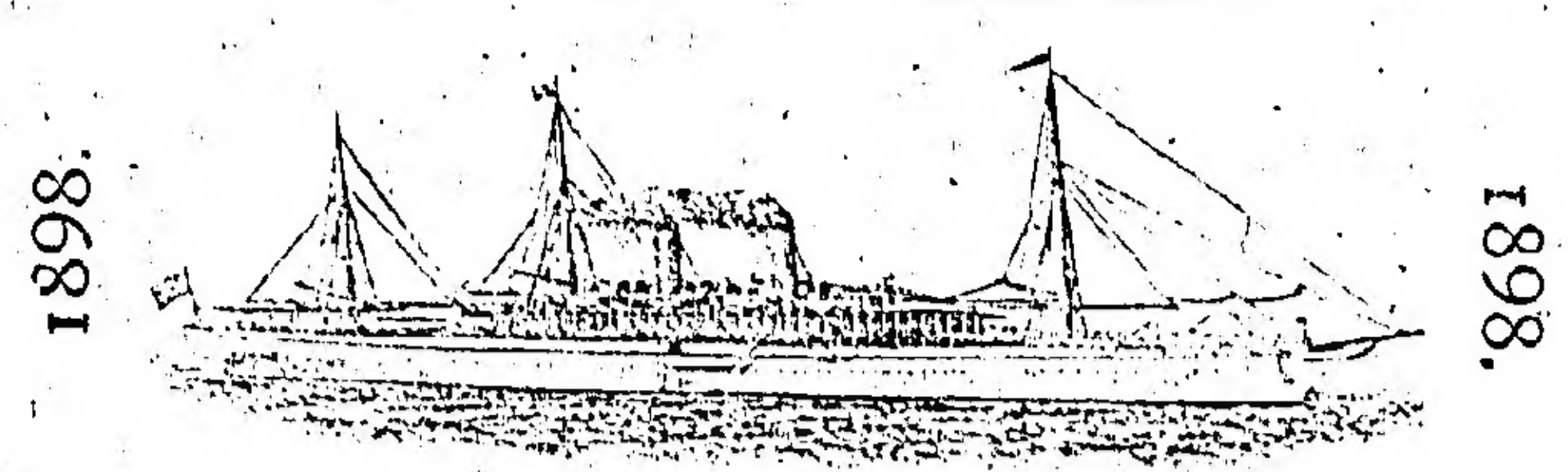
ON WEDNESDAY, the 20th day of July,
1898, at 4 A.M., the Company's Steamship
"BAYERN," Captain E. Prehn, with
MAILS, PASSENGERS, SPECIE & CARGO,
will leave this Port as above, calling at NAPLES
and Genoa.Shipping Orders will be granted till NOON on
MONDAY, the 18th July. Cargo and Specie
will be received on board until 5 P.M. on Tuesday
the 19th July, and Parcels will be received at
the Agency's Office until NOON on TUESDAY, the
19th July. Contents of Packages are required.
No Parcel Receipts will be signed for less than
25 lbs and Parcels should not exceed Two Feet
Cubic in Measurement.The Steamer has splendid Accommodation
and carries a Doctor and a Stewardess.
Linen can be washed on board.
For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 16th July, 1898. [783]THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.(Through Bills of Lading issued for BATAVIA,
PERMAN GULF, CONTINENTAL AND
AMERICAN PORTS.)

THE Steamship

"BALLAARAT,"

Captain W. J. Nanties, carrying Her Majesty's
Mails, will be despatched from this Port for HON-
GAY, &c., on SATURDAY, the 23rd instant, at
NOON, taking Passengers and Cargo for the
above Ports.Silk and Valuables, all Cargo for France and
Tea for London (under arrangement) will be
transhipped at Colombo into a steamer proceed-
ing direct to Marseilles and London; other Cargo
for London, &c., will be conveyed via Bombay.Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.Shippers are particularly requested to note
the terms and conditions of the Company's Bills
of Lading.For further Particulars, apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 9th July, 1898. [5]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 20th July, 1898.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 10th August, 1898.

EMPRESS OF INDIA...Comdr. O. F. Marshall, R.N.R...WEDNESDAY, 31st August, 1898.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA
OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12
DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection
at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN
PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE
ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax,
New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the
Continent are given choice of.Passengers Booked through to all principal points and AROUND THE WORLD. Return
tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,
Diplomatic and Civil Services, and to European Officials in the Service of China and Japan
Governments.The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS
(second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS
(the Company having received the highest award for same at recent Chicago World's Exhibition),
and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the
Railway passes.THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by
the Company, and their appointments and Cuisine are unequalled.For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 29th June, 1898. [3]

OCCIDENTAL & ORIENTAL
STEAMSHIP COMPANY.TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE.VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belgia (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 26th July, at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 13th Aug., at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 1st Sept., at Noon.

THE Company's Steamship

"BELGIC,"

will be despatched for SAN FRANCISCO, via
SHANGHAI, NAGASAKI, KOBE, IN-
LAND SEA, YOKOHAMA & HONOLULU,
on TUESDAY, the 26th July, at Noon.Steamers of this Line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic lines
of Steamers, and to the principal cities of the
United States or Canada. Rates, and particu-
lars of the various Routes may be obtained
upon application.Special rates (First-class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic and Civil Services, to European
Officials in service of China and Japan, and to
Government officials and their families.Passengers who have paid full fare, re-embark-
ing at San Francisco for China or Japan (or vice
versa) within one year, will be allowed a dis-
count of 10 per cent. This allowance does not
apply to through fares for China and Japan
to Europe.All PARCEL PACKAGES should be marked to
address in full; and same will be received at
the Company's Office until FIVE P.M. the day
previous to sailing.Consular Invoices to accompany Cargo des-
tined to Points beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.For further information as to Freight or
Passage, apply to the Agency of the Company,
No. 7, Praya Central.J. S. VAN BUREN, Agent,
Hongkong, 13th July, 1898. [12]A CURE FOR ASTHMA!!!
GRIMAULT'S

INDIAN CIGARETTES

Asthmatic people who suffer from Op-
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Hoarseness, and Loss of voice, Nervous
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Catarrhal affections, and difficulty
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by these Cigarettes.

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Renowned Physicians prescribe Grimault's
Matico as the most active and at the same time
the most innocuous remedy in the treatment
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unlike Copious, have not the inconvenience of
proteins. Nausea.MATICO INJECTION is used in recent
MATICO CAPSULES in the more chronic cases.

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NOTICE.

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THE BEST
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Hongkong, 6th March, 1897.Printed and Published by ETHELBERG
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Hill, in the City of Victoria, Hongkong.